

In fact

For The Millions Who Want a Free Press

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Red See Page 3

Re-entered as second-class matter March
12, 1941, at the post office at New York,
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Americans Aid Hitler?

THE radio listening posts of the Federal Communications Commission and the Office of Facts and Figures have the documentary proof that the lie started by the Daily Oklahoman about the 40-hour week is being used by Hitler's radio stations to spread propaganda against the United States throughout the world.

These same government agencies have the official proof that the lies spread by Congressman Howard Smith of Virginia and other anti-labor falsifiers in Congress are being used by the Hitler radio stations against America. Martin Dies is the Congressman most often quoted by Dr Goebbels' propaganda bureau and radio.

These same government agencies have the proof that the stories and headlines in Father Coughlin's Social Justice are being quoted by the Hitler radio stations against the welfare of the American war effort.

The Standard Oil Co deal with Hitler was called "treason" by Senator Truman. (Only 2 of New York's newspapers thought that story worth the headline.)

The evidence is accumulating that in addition to the small treason committed by certain Fascist crackpots, several of whom have been arrested in the past fortnight, there is also treason in the American press, in the American Congress, and in American Big Business.

Accusations

THE Guild Reporter, official organ of America's newspaper men, accuses the newspaper publishers of two things: using Nazi technique against our democracy and aiding in a civil war against labor. (GR, Apr 1, page 1.)

The Coughlin headline "U S INVADES IRELAND" which he used in his Social Justice recently came from the following broadcast from Nazi Germany—from a station which calls itself "The New British Broadcasting Station." It said: "The invasion of Britain has begun: U S forces have landed in Northern Ireland." (Source: London Tribune, Sir Stafford Cripps' paper, Feb 6, page 20).

On April 1 the Berlin radio sent the following broadcast: "The US Senate has rejected a bill abolishing the 40-hour week and the payment of overtime... (etc.)" This followed the native-crackpot-Fascist Senator O'Daniel's attempt to put an anti-labor rider on the Murray Small Business Bill. Nazi stations are utilizing every anti-labor bill to promote disunity in America and anti-Americanism wherever broadcasts are heard.

The charge that Hitler's propaganda machine is behind the movement to do away with all existing laws benefiting labor, made by Dep't of Labor official L Metcalfe Walling, is borne out by facts.

Coughlin's Social Justice "could not

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LORD BEAVERBROOK issues a warning—that winning the war depends on getting aid quickly to Russia—that the hopes of humanity rest on this "most critical battlefield in the history of civilization," now entering its greatest crisis of all with the Spring offensive. Beaverbrook's view is backed up by General MacArthur, Prime Ministers Churchill and Mackenzie King, by innumerable other spokesmen of military and political competence, and by President Roosevelt.

President Roosevelt sends an order—to Government officials, high and low, sharply demanding that they cut all red tape at once, cut out the delays and the holding back, and get the supplies moving faster to Russia.

Rear Admiral M H Simons, commander of the Fourth Naval District makes a public statement—saying flatly that "at least" half of all the tremendous shipping losses in the Atlantic—many of them ships bound for Russia—are unnecessary, and are due to skippers disobeying orders. The National Maritime Union documents this astounding indictment with masses of affidavits from its members, testifying to ship owners' laxity, indifference, carelessness, disregard for war regulations and the safety of their crews, and demands that these conditions be corrected.

Put all these three developments together—they occurred within one week, from March 26 to April 2—and it is clear that something is fatally wrong with the shipment of supplies to the United States' fightingest ally. Speed—more speed—is the essential thing. The Spring offensive is at hand.

But now add the following four facts:

1. Out of 8 ships sailing for Russia from two ports (since Pearl Harbor) not one arrived on schedule. They either foundered, were torpedoed when forced to drop out of convoy, or had to return to port. Lives were lost. Time was lost—9 days for one ship, 14 days for another, 24 days for a third, etc. And speed is essential now, in getting aid to Russia.

2. In every case the loss or delay of these ships was largely due to improper loading in port. Shifting cargo is the greatest internal danger, short of fire or an explosion, that can beset a ship. In calm weather it is dangerous enough. In winter, on the North Atlantic, it is disastrous.

3. All but one of these ships were loaded by a single firm, the Jarka Corporation. Head of this concern, Franz Jarka, a naturalized Hungarian, was interned here as an enemy alien in World War I. He worked for the Hamburg-Amerika line, either as master of the Vaterland (later the USS Leviathan) or in the more important post of marine superintendent for the line in New York. He is known to be intimate with Nazi sympathizers.

4. At least two New York newspapers have been trying to run the story down, but have been balked largely because the Maritime Commission refuses to cooperate with newspapermen.

Put these four facts together with the first three, and you get:

Speed in sending war materials to Russia is a matter of life and death urgency for the United States. Nevertheless—

The shipment of these vitally necessary war materials is being delayed, and to a considerable extent balked.

The whole situation bristles with sinister implications of sabotage and even treason. IN FACT is publishing as much of the story as it has been able to gather, and deliberately stating it in the most moderate terms. Pressure and more pressure, publicity and more publicity, is needed to bring the whole story to light. It took a year before the Standard Oil deals with IG Farbenindustrie, which deprived the US of synthetic rubber, were fully exposed—if indeed everything has now been told. It took over fifteen years to gather together the story of sabotage on ships in World War I—a sabotage which centered around activity of Hamburg-Amerika officials. We haven't got 15 years to wait—we haven't got 15 weeks.

(Continued on page 2)

EIGHT SHIPS AND WHAT HAPPENED TO THEM

WELLINGTON ROE, novelist and reporter, gives IN FACT the following information, gathered in weeks of investigation. Roe says he talked with hundreds of longshoremen and sailors, dug into government records, and played "saboteur" along the Atlantic Coast from Baltimore to Boston to get his material. He received valuable cooperation from the National Maritime Union. During his investigation, he says:

"I strolled on to piers piled high with millions of dollars worth of airplanes, automotive parts, war supplies of every kind. I clambered over barges loaded with tanks and airplanes, and had my picture taken sitting on one of the tanks to prove it. I wandered into an oil refinery with a capacity of over 15,000,000 gallons of gasoline and oil and could easily have planted a dozen bombs."

All this without being stopped or questioned—the places were unguarded, an open invitation to sabotage. And sabotage has been going on, night and day, everywhere, Roe is convinced. For instance, there was

The SS West Jaffery. She sailed in February from an eastern port loaded with war supplies for Russia. Five days later she was wrecked on the Newfoundland coast, and most of her crew were dead. Information from the survivors to the National Maritime Union is that the West Jaffery became unmanageable in a storm due to shifting cargo.

And here is the record of 7 other ships, all carrying supplies to Russia, as gathered by Roe:

The SS Juan de Larranga. Returned to port for reloading after three days at sea. She was in port this time for nearly three weeks, indicating a most serious condition. Total time lost, 24 days—enough for a full voyage to a European port.

The SS Dunboyne. Sailed in December, returned to have its cargo reloaded. After 3 weeks in port, sailed again, ran into heavy weather, barely survived, limped back again to another port. Bos'n Jack Kitson says: "We had a cargo of 10 tanks, weighing 19 tons apiece. Six tanks were forward and four aft. They were held on deck by means of turnbuckles and heavy timbers. The cotter pins attached to the turnbuckles were not in place." The ship was a wreck when it got back to port—its war cargo for Russia still not delivered.

The SS City of Flint. Returned for reloading after 4 days at sea. Total time lost, about 9 days.

The SS Tinteagle. Returned to port for reloading after five days at sea. Total time lost, 14 days.

The SS Effingham. Returned to port for reloading. Total time lost, 13 days.

The SS Independence Hall. Cargo shifted, ship broke in two and foundered. Twenty-two of crew lost. This was the only ship of the eight not loaded by the Jarka Corporation, Roe found. He talked with several members of the crew; they were convinced there had been sabotage in stowing the cargo. The ship was loaded in an eastern port by men hired off the street under the discredited "shape up" system which the Jarka Corporation supports—and which has been done away with in Pacific Coast ports. Under the "shape up" anyone favored by the stevedore foreman can get aboard a ship. The Independence Hall's cargo shifted six days out, and next day the vessel broke in two and sank. The cargo consisted of tanks, airplane parts and munitions.

The SS Collamer. Forced out of convoy due to shifting cargo, torpedoed returning to port for reloading. All of crew not yet accounted for. Here is the testimony of Hugh Montgomery, bos'n of the Collamer (this statement was sent to the Maritime Commission at Washington):

"The ship left bound for Russia. We picked up the convoy at———. There was a cargo of big guns on deck. We ran into bad weather and half the cargo was washed overboard. The (hold) cargo shifted as a result. We slowed up and lost the convoy."

"On the way back to adjust the deck cargo, which was so badly shifted that we could not proceed, the ship was torpedoed two hours before reaching its port."

"The only vessels in the convoy which had deck cargoes were American ships. The captain of the British ship that picked us up remarked to the captain of our ship: 'I would never carry a deck cargo across the western ocean in this time of year.'"

Roe spoke to Montgomery in New York early in March. A few days later Montgomery was getting ready to sail again. He took his escape from death lightly—as part of the job of winning the war. But he had no doubt as to what had happened to the Collamer—sabotage.

Further testimony on the fate of the SS Collamer comes from Ferdinand Simeon, an oiler on the ship. Roe asked him whether the loss of the deck cargo caused the ship's trouble. He replied "Nuts!—who said that? The hold cargo shifted first."

All in all, a calculation of the cargoes involved in the loss or delay of the seven ships loaded by the Jarka corporation for Russia, shows that more than 630,000 ship ton hours have been lost. How many other ships carrying cargoes to other allies of the United States have gone down or been delayed for the same reason, it is impossible to say until the Maritime Commission opens its records. But the Russian front is the most vital one at present. The Spring offensive

be doing a better job for Joseph Goebbels if he were being paid a million dollars a year in Nazi gold."—Cincinnati Post, March 22. The Florida Catholic said of Social Justice: "This magazine is both unpatriotic and un-Christian." Nevertheless the hoodlums who compose Coughlin's Christian Front in Brooklyn threaten newsdealers who handle papers and magazines exposing Coughlin as a pro-Nazi.

Chi Trib Treason

BIGGER fish than Coughlin is Col McCormick's Chicago Tribune. In a page ad in the Sunday Star, Wilmington (March 15) appeared a reprint of a lying news story with the question: "IS THIS TREASON?" The Tribune story was headed "RUSSIA SEEKING TRUCE, RUMORS IN SWEDEN SAY" and repeated the stale falsehood that Russia would betray the Allied Nations. The Delaware patriot who placed the page ad repeats the fact that just before Pearl Harbor the Tribune betrayed to Japan a secret and vital American War Dep't document on our plans to defend the Philippines. Now we are at war, continues the patriot's ad, and the Chi Trib is inviting chains for the press by publishing Axis rumors for the purpose of dividing America so it will be easier to conquer. "His paper should be suppressed for the duration," concludes the patriot; "it is amazing that the US Gov't should allow publication of treacherous rumors . . . Certainly in any of the Axis countries, heads responsible for such demoralizing rumors would have rolled long ago. . . . We want our gov't to stop babying traitors. . . . Get tough! Neither Freedom of Speech nor Freedom of Press permits McCormick or any potential Quisling to drive a wedge between the US and its Allies. . . . This is not a Chicago election brawl; nor is this the ordinary political fakery. This is war! . . . The enemies within our gates must be interned or interred."

Pro-Labor Broadcast Barred

"YOUR action regarding KMTR has been a little too effective," a West Coast correspondent wires IN FACT. "KMTR has 30-day license pending investigation. Bob Shuler, pro-Nazi spokesman ordered off the air, but Ed Robbin is ordered off also. Robbin had daily broadcast fully supporting war effort."

This refers to the protests by West Coast citizens, reported in IN FACT (March 9 and 16) against the pro-Axis outpourings of the Rev Bob Shuler over KMTR, Los Angeles. IN FACT's fire was of course centered on Shuler; it now appears that somebody somewhere in control of Station KMTR has taken the snide course of barring Robbin as well. (Robbin's broadcast has been one of the very few in the entire country which consistently gave labor an even break.)

Readers of IN FACT who protested to the Federal Communications Commission against Shuler should swing into action again, this time to correct a grave injustice. We are informed that the only way Robbin's broadcast can be restored is by having the FCC inform KMTR that his scripts are not objectionable.

Attention, Labor-Haters

UNITED ELECTRIC CONFERENCE of General Electric locals, representing 100,000 production employees in 27 plants, voted unanimously to solve ques-

tion of overtime and increase production for victory. President Fitzgerald, Sec'y-Treas Emspak, and Director Matles of the union, 400,000 strong, urge that all locals follow recommendations to make more contributions "toward the successful prosecution of the war against Fascism." It is to be noted that labor always names the enemy we are fighting, whereas many Congressmen and newspaper publishers straddle the fact. While extra pay for overtime is waived the union rightly demands conditions whereby its contribution in money "will help our country" and not be "a means of swelling the already large profits of the companies."

The entire 40-hour week hysteria was engineered by newspaper owners and congressmen to pay labor less so the corporations would earn higher profits.

Pamphleteering

SINCE the newspapers suppress the biggest stories and the free weeklies (including IN FACT) are prevented by space and by finances from printing all the suppressed news in full, the time has come to issue pamphlets giving the public the truth the newspapers and magazines subsidized by business (Aluminum, Standard Oil, tobacco and fraudulent medicines for example) dare not print.

This is what Booktab is doing. In "Sequence to the Apocalypse" the whole story of the treason of Standard Oil in its deal with Nazi Germany was told long before the newspapers were forced by Congressional action to mention the deal. In Booktab's "America's War Bungling and Profiteering" the Truman & Vinson reports (summarized in IN FACT) are given 24 solid tabloid pages, and the price at all NYC newsstands is only a dime. Amster Spiro is editor. No ads are taken.

Time, Times, Payoff

EXCELLENT example of usual newspaper and magazine venality was indecent rush of leading paper, NYTimes, and leading newsweekly, Time, to defend Standard Oil from treason charge.

Time, Apr 6, said SO had been smeared, said its treason "turned out to be strictly of the dinnertable variety," poked fun at Thurman Arnold's "horrific" charges, and tried to answer every one of them. This was on page 16. On page 89 Time carried a \$5,000 SO ad.

NYTimes, April 2, main editorial whitewashed Standard. Reading it one can conclude either that the entire press which does not take advertising lied, or that the NYTimes and Time, which live on the money Standard and other corporations give them, are lying today.

The day after the Times whitewash State Dep't official Berle testified Standard refused to stop fueling Nazi and Fascist airplanes in Brazil until US put enemy plane companies on blacklist.

Standard's Farish never denied he

is getting into full swing there. And the cargoes of these eight ships have either gone to the bottom or haven't arrived on schedule.

Who Is Franz Jarka, Who Loaded These Ships?

Franz Jarka is head of the Jarka Corporation, 15 Whitehall Street, New York, a company well entrenched in the cargo-handling business of Baltimore, Philadelphia, New York and Boston. The firm handling the cargo is necessarily in a position to know the final destination of everything that crosses the piers. Possibly half the total of lend-lease shipments to England and Russia have passed through the hands of the Jarka Corporation.

Franz Jarka is a naturalized citizen, a Hungarian by birth. In the Washington Merry-Go Round of March 2, Drew Pearson and Robert Allen wrote:

"Captain of the Hamburg-Amerika liner Vaterland in the last war, Jarka was interned as an alien enemy from 1917 through 1918. His company is the agent for US Lines, Bethlehem Steel, Moore-McCormack Lines, Bull Line, Isthmian Lines (US Steel) and Arrow Line.

"Former officers in the German and Italian naval reserves also operate stevedore companies."

This statement that Jarka was interned as an enemy alien in 1917-18 appeared 5 weeks ago. Jarka has not challenged it, in fact he has not been particularly in evidence recently. An official at his headquarters pooch-pooched the idea that Jarka was ever interned, and insisted he was not master of the Vaterland (later the USS Leviathan) but marine superintendent for the Hamburg-Amerika line—a more important position, which would give him charge of all the company's ships in New York.

If Jarka was marine superintendent he was presumably the superior of one Paul Koenig, who was Chief of Police in New York for the Hamburg-Amerika. Koenig is the man who has been held responsible for the sabotage which resulted in the Black Tom explosion of July 30, 1916, when 2,132,000 pounds of explosives bound for the Allies blew up in the Jersey freight yards adjoining New York harbor. Koenig escaped punishment. He was arrested, released for lack of evidence, and disappeared. Many years later he was discovered to have been hiding out in Jersey City while a corps of investigators traveled around the world piecing together the evidence in this greatest of German-inspired sabotage plots. Koenig was subpoenaed, but the proceedings then were civil, and he had disappeared once more. Last heard of, Koenig was in Manchuria. (The Kingsland, NJ, munitions fire in which a half-million high explosive shells blew up, after the US was at war was also partly traced to Koenig; about twenty workers were killed in that. Five thousand bombs discovered on munitions ships were held to be largely the work of the ring he bossed.)

Various names were brought to light in the long drawn-out investigations into the Kaiser's saboteurs' work in the United States, among them Kurt Jahnke of the German Naval Intelligence, Captain Boy-Ed of the German Embassy, Wolf von Igel, assistant to Ambassador Franz von Papen, now Hitler's diplomatic hatchet man in Turkey. Jarka is known to have associated with these men during World War I.

Among his more recently known intimates is William Dreschel, formerly maritime superintendent in New York for the Hapag-Lloyd (official German) Lines. Dreschel was until recently vice-president of Oceanic Service Corporation, which hired guards for the Normandie and whose men were on duty at the time of the fire—one of them being in charge of okaying passes to the ship. Dreschel has acknowledged to Government investigators that he arranged \$125,000 cash bail for the Nazi spies convicted in New York in 1938. He has also boasted that for years he posted bonds for every person accused of Nazi activity in New York.

Dreschel and Jarka lived near each other in Port Washington, L. I. Commuters on the early evening trains during the past few years were accustomed to seeing them traveling together.

Finding out more about Jarka's past and present has proved too tough a job for at least two New York newspapers. The record of Jarka's internment has been "lost," it was stated; and the Maritime Commission has rejected suggestions that the directing personnel of this corporation might well be the subject for an investigation. An official of the Maritime Commission in New York listened to a reporter's recital of the foregoing facts, about ships lost, ships delayed, men drowned, and to the record of improper loading held responsible for these disasters, and shrugged it all away with the question: "So what?"

How Ships Are Sabotaged in Loading

Shifting cargo at sea is a disaster for a ship, almost impossible to control. It is contrived very simply, in any one of a dozen ways, by saboteurs who know their work. Deck cargo is rendered insecure by leaving a crucial cotter pin partly open; after a while the motion of the ship loosens the pin, it falls out, and the cargo moves with the next heavy roll. Knots can be tied so that they either hold or slip—without expert inspection it is not easy to detect which way they have been tied.

In the hold, the expert saboteur can arrange heavy stuff on top of light, so that the greater weight crushes the cargo underneath, and then the whole mass is loose. Take a cargo of oil in drums. The saboteur punches holes in a few drums at the bottom, so that the oil runs out. The full drums on top and at

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the sides will sag against the empty drums, collapsing them. Balance is gone, and there is a lot of loose oil sloshing around. The careening drums knock out stanchions supporting the decks, loosen side plates, or by shifting all to one side on a heavy roll, may drag the ship to the bottom at once.

Grain ships have been sabotaged by permitting water to run into the hold. Eventually the water will cause the grain to swell so that it bursts the ship's seams. Ships can be loaded with the heavier weights at the bottom, to give it proper balance, or the other way, so that it is top heavy. As Roe says:

"The aim is to do all the damage possible without being caught. If a ship can be delayed two weeks, it is one shipload for our allies which can never be made up. If the ship sinks, it is clear velvet. Many will capsize, many will be forced out of convoy to become easy victims of submarines as was the Collamer, but even if none sink, the delay, Hitler's agents know, is effective."

NATIONAL MARITIME UNION DEMANDS ACTION

ALL THE foregoing information and much more has been turned over to the Maritime Commission at Washington, but there seems little disposition in the Commission even to credit the statements, much less act on them. The atmosphere surrounding the investigation of waterfront conditions growing out of the burning of the Normandie has been foggy, with reports of a strong tendency by the Congressional investigators to seek out some labor union scapegoat if possible. However the whole issue of wartime shipping is being forced to the foreground by the National Maritime Union. The union has long known what Admiral Simons publicly stated on April 1, that many if not most of the sinkings and loss of life need never have happened.

The union takes a broader view than that the losses of life are due simply to the shipmasters' failing to follow prescribed routes. On March 26 the union presented its case before the Bureau of Marine Inspection and Navigation. They also have presented their case to the Senate Military Affairs Committee. President Joseph Curran and Vice-Presidents Frederick N. Myers and Howard McKenzie produced affidavits by members of the union which gave, according to the Pilot, national maritime workers paper, "incontrovertible evidence from first hand experience that adequate measures are not being undertaken to remedy dangerous conditions that still prevail and threaten the success of the war effort. Seamen have been patient and long-suffering, but their faith in shipowner action to protect them has disappeared."

Among the recommendations of the union, as represented to the Bureau of Marine Inspection and Navigation, were three:

Mandatory observance by American captains of north and southbound safety lanes charted by the Navy. Few sinkings have occurred in the Navy lanes. This is what Admiral Simons was talking about.

Avoidance of night runs whenever possible, since most sinkings occur at night.

Comprehensive lifeboat and lifesaving drills before the start of every voyage. Providing of up-to-date life rafts, rescue lights and life-saving suits. Speeding up of the program for arming merchant ships.

shipped oil to Japanese navy which made possible attack on Pearl Harbor and Japan's ability to resist Anglo-American Navies today. He excused himself by saying that Standard was "an international concern."

Standard Oil supplied Franco during the Spanish Fascist uprising. Standard supplied Franco-Spain after 1939, National Maritime Union men giving testimony that oil went to Germany and Italy, for use against France and Britain.

Technically Standard Oil was not committing treason then because the US was not at war. This will be interesting news to the men on Bataan and in the US Navy. But it was always labor which protested Standard Oil, boycotted silk from Japan, which gave the information to Rep John M Coffee (Wash.) about oil and scrap iron going to our enemies and which fought the native American Fascists as well as foreign Fascism even before the Global War started and before the US was attacked.

Nailing a Lie

HERE'S one for the books: the case of Genevieve Samp. Miss Samp became a heroine of every anti-labor radio commentator and editorial writer overnight due to a wholly mendacious story that she had been fired from her munitions job in Detroit because she tried to speed up her work and the union objected. Editorials without number wept over Genevieve Samp, and held the union up to public contempt. The anti-labor brigade orated in Congress, using this new lie to feed the "prairie fire" started by the United States Chamber of Commerce and the National Association of Manufacturers.

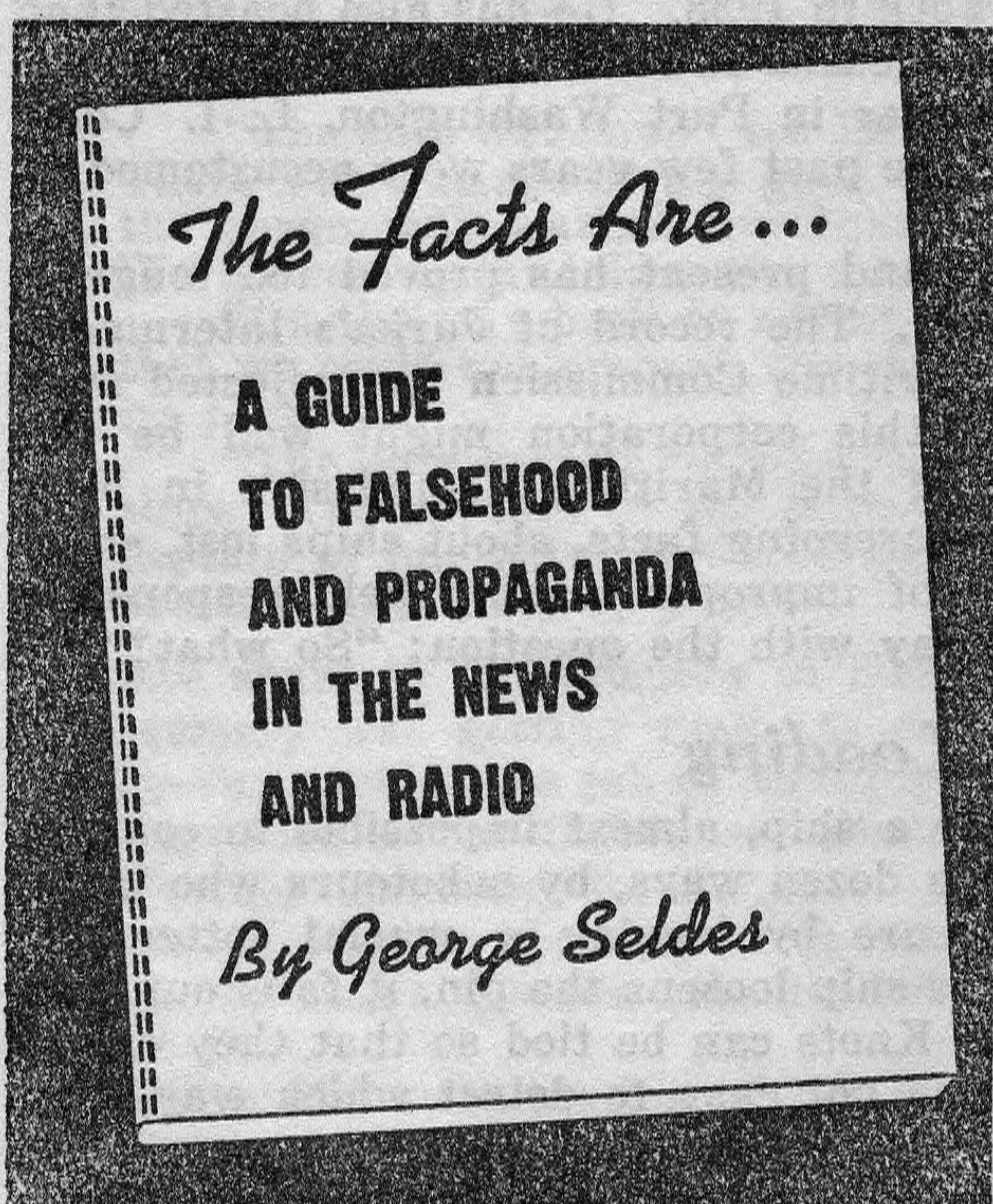
The facts: She wasn't fired; she was brought up on trial before Local 270 of the UAW because she quarreled too much with her fellow workers. She admitted this herself, April 1; denounced the stories that she had "worked too hard" as lies. The union withdrew the charges, and she's back on the job. Another anti-labor fake spiked.

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